

## **REMARKS/ARGUMENTS**

PAIR indicates that the Examiner has considered the three foreign patent documents cited by Applicants in an information disclosure statement, but Applicants did not receive a copy of the statement initialed by the Examiner. Applicants respectfully request that the Examiner provide the initialed statement.

New claims 7-10 mirror claims 3-6 but have different dependencies.

Claim 1 has been amended in response to the Section 112 rejection. Reconsideration is respectfully requested.

Claim 3 has been amended to be consistent with claim 1. Claim 4 has been amended to provide antecedent basis for “the second portion.”

Reconsideration of the prior art rejections is respectfully requested.

Cho (KR 98 050853) describes a system comprising an air conditioner condenser 6 and a three way valve 3 connected at the output of said condenser. The three way valve 3 connects the output 2 of the condenser to the input 15 of a brake booster. The output 16 of the booster 1 is connected all the time to the output 2' of the valve 3. A condenser (corresponding to K3 on Applicants' Fig. 1) is on a low pressure side of the compressor K1. The condenser is upstream of a compressor (if any).

In other words, Cho connects or disconnects by the valve 3 the input of the booster 1 to the same low pressure portion of the air conditioning circuit.

According to Applicants' claimed invention, the valve F31 connects the working chamber of the booster F3 to a first portion KC1 placed downstream of the compressor (i.e. a high pressure portion).

Yoshioka (JP 2003-104046) describes a car comprising a traditional vacuum brake booster and an air conditioner. The vacuum or negative pressure is provided by the intake pipe 6 of the engine 5. The intake pipe 6 is connected to the front chamber 3 of the booster by a pipe 8.

The car comprises an air conditioner 13. To avoid the low performance of the vacuum level at the intake pipe 6, the air conditioner 13 is stopped by a controller 14 when a braking is detected by a speed sensor 15 if the level of vacuum is not low enough (see negative pressure switch 10).

In Yoshioka, there is no connection of the booster with the air conditioner circuit. Moreover, reference 9 designates a device on the vacuum communicating passage 8. It is not possible that 9 designates a compressor.

Natkin (US 2003/0098011) describes a multiple intercoolers air conditioning system. This air conditioning system is not connected to a braking system. The booster 20 is a compressor of the air conditioning system, not related to a pneumatic booster, of a braking system.

Cho, Yoshioka and Natkin cannot be combined to obtain Applicants' claimed invention. Therefore, claim 1 and dependent claims 2-10 are allowable.

Respectfully submitted,

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